

# Aviation Rulemaking Advisory Committee Meeting on Aircraft Certification Procedures Issues

**AGENCY:** Federal Aviation Administration (FAA), DOT

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss aircraft certification procedures issues.

**DATES:** The meeting will be held on July 20, 1995, at 9 a.m. Arrange for oral presentations by July 10, 1995.

**ADDRESS:** The meeting will be held at the General Aviation Manufacturers Association, Suite 801, 1400 K Street, NW, Washington, DC 20005.

## FOR FURTHER INFORMATION CONTACT:

Jeanne Trapani, Office of Rulemaking (ARM-208), 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-7624.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking advisory committee to be held on July 20, 1995, at the General Aviation Manufacturers Association, Suite 801, 1400 K Street, NW, Washington, DC 20005. The agenda for the meeting will include:

- Opening Remarks
- Working Group Reports
  - Delegation System
  - ELT
  - Parts
  - Production Certification
  - ICPTF
- New Business

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by July 10, 1995, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Aircraft Certification Procedures or by bringing the copies to him at the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Washington, DC, on June 28, 1995.

**Daniel P. Salvano,**

*Assistant Executive Director, ARAC on Aircraft Certification Procedures.*

[FR Doc. 95-16443 Filed 7-3-95; 8:45 am]

BILLING CODE 4910-13-M

## Notice of Intent to Rule on Application to Impose and Use From a Passenger Facility Charge (PFC) at the Gulfport-Biloxi Regional Airport, Gulfport, MS

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Gulfport-Biloxi Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 4, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA/Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bruce A. Frallic, A.A.E., Executive Director of the Gulfport-Biloxi Regional Airport, at the following address: 14035-L Airport Road, Post Office Box 2127, Gulfport, MS 39505.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Gulfport-Biloxi Regional Airport under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Elton E. Jay, Principal Engineer, FAA Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306, telephone number 601-965-4628. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Gulfport-Biloxi Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 27, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Gulfport-Biloxi Regional Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 25, 1995.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00

*Proposed charge effective date:* January 1, 1996

*Proposed charge expiration date:*

January 1, 1998

*Total estimated PFC revenue:*

\$1,518,400

*Brief description of proposed project(s):*

Construct concourse "A", construct terminal improvements (phase I), master plan update-wetlands, master plan update-road access, and construct charter ramp (phase V-a).

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the office of the Gulfport-Biloxi Regional Airport Authority.

Issued in Jackson, Mississippi, on June 28, 1995.

**Wayne Atkinson,**

*Manager, Airports District Office, Southern Region, Jackson, Mississippi.*

[FR Doc. 95-16440 Filed 7-3-95; 8:45 am]

BILLING CODE 4910-13-M

## Notice of Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) at Metropolitan Oakland International Airport, Oakland, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Metropolitan Oakland International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 4, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles Foster, Executive Director of the Port of Oakland, at the following address: Post Office Box 2064, Oakland, California 94604-2064. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Port of Oakland under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (415) 876-2805. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from Metropolitan Oakland International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 23, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Port of Oakland was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 22, 1995.

The following is a brief overview of the use application.

*Level of proposed PFC:* \$3.00

*Charge effective date:* April 1, 1995

*Estimated charge expiration date:*

August 1, 1996

*Brief description of the use project:*

Construct Airport Rescue and Fire Fighting Facility

*Total estimated net PFC revenue to be used on this use project:* \$8,671,000

*Class or classes of air carriers which the public agency has requested not be required to collect PCFs:* Air taxi/ Commercial Operators (ATCO) filing FAA Form 1800-31.

This project was previously approved as impose only project contained within an overall PFC package which was approved on December 23, 1994. Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port of Oakland.

Issued in Hawthorne, California, on June 23, 1995.

**Herman C. Bliss,**

*Manager, Airports Division, Western Pacific Region.*

[FR Doc. 95-16439 Filed 7-3-95; 8:45 am]

**BILLING CODE 4910-13-M**

## **National Highway Traffic Safety Administration**

### **Limited Competitive Cooperative Agreement to Support National Passenger Protection Program**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of limited competitive cooperative agreement to support the National Child Passenger Safety Program.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces the availability of a FY 1995 limited competitive cooperative agreement to support the national child passenger protection program in the area of program development. This notice solicits applications from national, non-profit professional organizations which have some background in child transportation issues. The organization must be interested in refining and implementing marketing and campaign strategies which have been researched and developed under a previous NHTSA contract, designed to increase child safety seat use by rural populations. The purpose and result of this agreement will be to increase child passenger safety restraint usage rates in selected rural areas. This agreement is scheduled to last for eighteen (18) months.

**DATES:** Applications must be received at the office designated below on or before August 18, 1995.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30),

ATTN: Earnestine Mitchell, 400 Seventh Street SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Limited Competitive Cooperative Agreement Program No. DTNH22-95-H-05202. Interested applicants are advised that no separate applications package exists beyond the contents of this announcement.

#### **FOR FURTHER INFORMATION CONTACT:**

General administrative questions may be directed to Earnestine Mitchell, Office of Contracts and Procurement, at (202) 366-9565. Programmatic questions relating to this cooperative agreement should be directed to Ms. JoAnn Murianka, Highway Safety Specialist, Room 5118 (NTS-11), 400 Seventh Street SW., Washington, DC 20590, at (202) 366-5198.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background**

NHTSA estimates that child safety seats, when used correctly, can reduce fatalities among children less than five years of age by 71 percent. This makes child safety seats one of the single most effective automobile safety innovations ever developed. As a result of improvements in the design of these seats, state child passenger protection laws and the enforcement of such laws, and public education, the use of child restraints has increased dramatically over the past decade.

However, child safety seats are currently saving only about half of the lives that they could potentially save. Many children are still travelling unrestrained, and many who are using child safety seats are using them incorrectly. Recent surveys indicate that at least one in four safety seats is being grossly misused, substantially reducing its effectiveness, and as many as three out of four seats are being misused to some extent.

Added to this gross misuse, the rural areas lag woefully behind in the national average in the use of child safety restraints. An analyses conducted on NHTSA's Fatal Accident Reporting System (FARS) data correlated with geodemographic data shows that rural areas continue to be over-represented in child motor vehicle crash related fatalities. The rural areas in southern California and the southern states lead the nation in non-use of child safety restraints.

Parents receive information and guidance concerning child passenger protection from many sources. One of the most effective sources for this communication is through the health care community and especially through